

Fiscal Note 2011 Biennium

Bill # SB0152 Primary Sponsor: Brueggeman, John		Title:	Revise m laws	notor vehicle registration and driver's license
Friedly Sponsor: Brueggeman, John		Status:	7 IS Introc	naced
☐ Significant Local Gov Impact☐ Included in the Executive Budget	□ Needs to be includ□ Significant Long-To			Technical Concerns Dedicated Revenue Form Attached

FISCAL SUMMARY

	FY 2010 <u>Difference</u>	FY 2011 <u>Difference</u>	FY 2012 <u>Difference</u>	FY 2013 Difference
Expenditures:				
General Fund	\$510	\$120	\$120	\$120
State Special Revenue	\$340	\$80	\$80	\$80
Revenue:				
General Fund	\$290	\$580	\$580	\$580
State Special Revenue	(\$140)	(\$280)	(\$280)	(\$280)
Net Impact-General Fund Balance	(\$220)	\$460	\$460	\$460

Description of fiscal impact:

After FY 2010, the revisions to motor vehicle registration and driver's license laws will result in a minor positive impact to the general fund and a negative impact to the state special revenue fund.

FISCAL ANALYSIS

Assumptions:

- 1. Section 2 of SB 152 revises the distribution of the \$18.50 vehicle identification number (VIN) inspection fee; increasing the revenue deposited into general fund from \$5.00 to \$18.50 per transaction, while decreasing the revenue deposited into state special revenue from \$13.50 to \$0.00 per transaction.
- 2. In FY 2008, there were 43 transactions which resulted in \$580 being deposited in the state special revenue account. It is assumed that the volume of transactions will remain consistent, therefore SB 152 will result in an increase of \$290 in the general fund in FY 2010 [\$13.50 x 43 transactions x .5 year = \$290] and \$580 in the fiscal years beyond FY 2010 [\$13.50 x 43 transactions = \$580].

- 3. Section 3 of SB 152 provides for a new type of temporary registration permit (TRP) allowing insurers or their agents to transport a vehicle to auction. If a vehicle is on a trailer or on a tow truck (rollback) the vehicle will not need a TRP, however, if any wheel of the vehicle is touching the ground a TRP will need to be issued.
- 4. Assuming that TRP authorized by Section 3 would be issued to Montana entities, the TRP fee would \$3.00.
- 5. It is estimated that 100 TRPs would be issued annually to transport vehicles to auction which would result in a \$150 increase in state special revenue in FY 2010 (beginning January 1, 2010) [\$3.00 x 100 TRPs x 0.5 year = \$150] and \$300 in the fiscal years beyond FY 2010 [\$3.00 x 100 TRPs = \$300].
- 6. Based on a contractual agreement with mt.gov, the fee per TRP issued for in-state usage is \$2.00. This would result in a cost of \$100 in FY 2010 (beginning January 1, 2010) [\$2.00 x 100 TRPs x 0.5 year = \$100] and \$200 in the fiscal years beyond FY 2010 [\$2.00 x 100 TRPs = \$200].
- 7. Section 3 of SB 152 allows for rule making authority in which there is a \$750.00 fee.
- 8. The Motor Vehicle Division is funded 60% general fund and 40% state special.

	FY 2010 Difference	FY 2011 Difference	FY 2012 Difference	FY 2013 Difference
Fiscal Impact:				
Expenditures:				
Operating Expenses	\$850	\$200	\$200	\$200
Funding of Expenditures:				
General Fund (01)	\$510	\$120	\$120	\$120
State Special Revenue (02)	\$340	\$80_	\$80	\$80
TOTAL Funding of Exp.	\$850	\$200	\$200	\$200
Revenues:				
General Fund (01)	\$290	\$580	\$580	\$580
State Special Revenue (02)	(\$140)	(\$280)	(\$280)	(\$280)
TOTAL Revenues	\$150	\$300	\$300	\$300
Net Impact to Fund Balance (l	Revenue minus Fu	nding of Expendit	ures):	
General Fund (01)	(\$220)	\$460	\$460	\$460
State Special Revenue (02)	(\$480)	(\$360)	(\$360)	(\$360)

Sponsor's Initials	Date	Budget Director's Initials	Date